

experience of every description of soil and rock to be found in the colony. It is known that the line he had to decide the question whether there should be a retaining wall or a slope. The soil on 13th, 18th and 19th was not different from what he had seen elsewhere in the colony. After leaving the Government service he was with Mr. Danby for about 14 years.

To His Lordship—He was 64 years in the Government Service.

Mr. French—When you wrote that much-disputed letter to Mr. Danby saying that you would not attend the meeting, you had no idea of the proposed division of 18th.

Mr. Pollock objected to the question, stating that Mr. Orsage had answered that question yesterday.

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anything. Someone suggested that Mr. Bellios should pay half and the trustees the other half. After some conversation amongst the trustees they said that they would give him £600, being half of the cost. Mr. Bellios would not have had said that he would have half of the cost whatever it might be. The trustees increased it to \$1,000, that it might be settled amicably and Mr. Bellios would not have it either. Then the meeting broke up and nothing was settled.

Cost—witnessed by Mr. Pollock witness said that Mr. Bellios was a bona fide secretary in 1893 and he tried to get a new Synagogue and applied to Mr. French but the matter fell through. The funds were insufficient in 1893 and he remembered an appeal to Mr. J. E. Sassoon who contributed \$5,000. At the first meeting of the trustees to consider the matter the matter was discussed at great length. Witness was at first inclined to think that the Synagogue and its property belonged to Messrs E. D. Sassoon and Co. but after Mr. Bellios argued it out he became a little doubtful. Witness thought the matter over and ultimately came to the conclusion that they did belong to Messrs E. D. Sassoon & Co. Mr. D. R. Sassoon was a little doubtful and Mr. Ezekiel did not take any active part in it.

By His Lordship—He remembered at the meeting of 15th March that Mr. Raymond said that the trustees would not stand Mr. Bellios' researches on anything or anything to this effect. This was said plainly but he could not say whether the defendant heard it or not. When they went to Mr. Bellios on the morning of the 15th March to ask why he would not give them the whole lot Mr. Bellios replied that he could not do so as he wanted an approach to his upper lots. Witness did not hear anything said about the circumstances under which 18th was bought. Mr. David's evidence was then concluded.

Mr. Francis said that he and his learned friend had agreed that the case should be adjourned till Tuesday week as the case would take about three days. It was ultimately decided to adjourn the case till next Tuesday, as Mr. Francis said that it would only take a day to complete his evidence and then the case could be adjourned till Tuesday week for the address.

His Lordship—We do not always rise to our hopes (laughter).

The case was then adjourned till Thursday next and His Lordship added that if the parties were not completed by that time the case would stand over to Tuesday week.

HONGKONG BENEVOLENT SOCIETY.

GRANVILLE SHARP ON GLORY HALL LUNJAH.

The annual meeting of the Hongkong Benevolent Society was held at noon today in the City Hall, Mr. T. Jackson presiding. There were present Messrs Ritchie, Hawkins, Goodman, Dowler, Thompson, Bell-Living, Jackson, May, Forbes, Master, Miss Anderson and Mrs. Stiles. Rev. R. D. Cobbold Messrs G. Sharp, Bannister and Dr. Thompson.

The Chairman said that they had met to receive the report of the Ladies' Committee, to pass accounts and elect a new committee. He then read the report, which was as follows:—

The Committee of the Hongkong Benevolent Society beg to submit to members and friends a report of the work effected during the year. There were forty applications for relief, all of which were carefully investigated, with the result that assistance was rendered in thirty-two instances. Twelve applications were assisted to other parts of the world where they had friends or opportunities of employment. Fifteen applicants have been in receipt of relief of a more or less permanent nature and five children are being educated and supported by the Society. In other cases temporary relief has been granted according to their merits. Our sincere thanks are due to the Managers of the many Steamship Companies who have so liberally assisted us. We have to thank Mr. Grace and the ladies and gentlemen who so kindly assisted us in the collection given in aid of the Society's funds, also Colonel Gordon and the Officers of the West Yorkshire Regiment, who were good enough to give the services of their Band on that occasion. During the year Mr. Hawkins returned to the Colony and resumed her post of President of the Society, which during her absence had been filled by Miss Anderson, to whom the best thanks of the Society are due. The following ladies retire in rotation from the Committee, Mrs. May, Mrs. Stiles, Miss Anderson, Mrs. Forbes, Mrs. Jackson, Mrs. Master, but offer themselves for re-election.

After reading the report Mr. Jackson said it was only for him to say that he could bear testimony to the great care with which the ladies had carried out their good work. "There was nothing more injurious than ill-advised charity and it was only by a stern sense of duty that they were able to say 'no'."

The ladies had to ask the aid of their friends to get out of the house of care and he thought they had to thank many of them. He thought that as time went on the need for the society became greater as regards poor foreigners. Many people were sent here on foot, errands because they could not get on elsewhere. He had often heard of people who wanted to get a passage elsewhere from here and when he asked them what they meant to do when they got away they could show nothing. This Society filled a most useful part in the world and he thought that the ladies had been deeply indebted to them for the trouble they had taken and taken. He then proposed the adoption of the report and statement of accounts.

The Rev. R. F. Cobbold seconded the motion which was carried.

Mr. Granville Sharp said he was deeply grateful to God for having brought him there after his illness to meet these devoted ladies. He trusted the Vagrancy Ordinance would save them from many of their troubles and cases to which the Chairman had alluded and asked them to take up, thereby deserving cases, for which the society had been established. There was a reflex influence in the working of this institution. It was not only beneficial to the recipients, but it had a blessed influence on those who administered it and attended to its working. It was a part and parcel of that altruistic self-sacrificing character which distinguishes the best of our women and those of other faiths in all parts of the world. He referred to the recent meeting of Chinese ladies in Shanghai and asked was it not the example of the good ladies there that had worked them up to this? It was an example of the influence of the foreign ladies amongst the natives. In Hongkong there was little scope for effort on the behalf of others. The children were sent away, and with them went many of the cares of the family. Household duties were handed to the faithful Chinese women, we had no domestic visiting and the cases of applicants were few and far between; we had no coal or blanket clubs, harvest homes, seaside excursions for the school children, autumnal fruit festivals, or working parties and we had no scope for the guardianship of the poor or school boards. There was very little for the ladies to do here and business and pleasure and the recreation of the moment occupied too much of our time. He was glad we had the example of these ladies before us as a pattern of devotion and something higher and nobler. Why he was lying ill some months ago in the

Windsor Hotel at Montreal he looked back on his past life and when he saw how small a portion of it he had devoted to the glory of God and the good of his fellow men he felt deeply humbled. As we become more and more devoted we would become more and more happy.

On the motion of the Chairman seconded by Dr. Thompson, the following ladies were re-elected to the Committee: Miss Anderson, Messrs May, Forbes, Master, and Stiles.

The Chairman said the lady president desired him to express her thanks to Mr. Anderson for acting in her absence. The thanks of the lady president were also tendered to Messrs Black and Michaelis, who have retired from the Committee, for the services they had rendered.

The meeting closed with a hearty vote of thanks from the ladies to the Chairman.

The following is the Statement of accounts:—

Dr.
Balance from last year.....\$1,481.27
Donations and subscriptions.....1,114.00
Interest from Hongkong Bank.....41.33
Promissory notes.....632.93
Amounts received.....73.17
\$3,350.50

Cr.
Relief of cases.....\$1,935.10
Printing, stationery, and advertising.....25.85
Staff's wages.....154.32
Balance carried forward.....1,384.95
\$3,350.50

E. & O. E.
Hongkong, 9th December, 1897.
EDMUND A. RITCHIE,
Hon. Treasurer.

Advised and found correct.
ALEX. CUTTS,
17th December, 1897.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon. Dr. Atkinson (Colonial Surgeon) presided, and there were also present Mr. R. D. Ormsby (Director of Public Works), Mr. N. J. Ede, and Mr. H. McCullum (Secretary).

The minutes of the previous meeting were read and confirmed.

MONITORING RETURNS.

The returns for the week ended December 4th showed the death rate of the colony to be 31 per 1,000 and for the same week the rate was 21.3.

THE KOWLOON SLAUGHTER HOUSE.

The Colonial Veterinary Surgeon submitted a report advising the closing of the cattle depot at Kowloon during the present epidemic of beef and mouth disease. The small quantity of beef used at Kowloon, he urged, could easily be brought over from Kennedy Town.

Mr. Ede minute the letter advising if the proposal could be effectively carried out. The extra cost of bringing the carcasses back to Kowloon, he thought, might tempt the butchers to try to evade the law.

Dr. Clark's minute approved of the suggestion and said the police should be warned as regards illegal slaughter.

Mr. May in his minute, did not approve of the scheme. The police could not possibly stop illegal slaughtering at Kowloon and he believed the last state of affairs would be worse than the first.

Mr. McCullum (secretary) wrote that he thought the course proposed was a wise one. There would be no great inconvenience at Kowloon as the slaughter of sheep, goats and swine at Kowloon would not be interfered with.

The Medical Officer of Health moved that the depot be closed for a fortnight to see how things would turn out. The proposal was seconded by the President and carried.

WHAT IS A BAKEHOUSE?

The Medical Officer of Health (Dr. F. Clark) regarding the registration of premises used for the baking of Chinese cakes and asked the board's opinion as to whether they should not come under the Ordinance relating to bakehouses. He thought that they should.

Mr. Ede minute the letter to the effect that the premises should be considered bakehouses. Capt. May in his minute, said he would like to see previous papers on the subject. On the face of it he thought they should be dealt with as bakehouses.

These same transport men. If you meet a man that seems to be employed in a camp—then there will be a transport man. His officers belong to every branch of the service. I saw a young artillery corporal looking as melancholy as Jeremiah one day last week, and asked him what battery he was with—thinking perhaps he might be an advance detachment of the Elephant Battery then expected. He said, "I don't know, sir, only I don't know. I've brought up 100 of them and we've been four days on the way in a special train, and now they're down in Peshawar City and there isn't any one to take them from me." Sure enough he had been impressed into the transport—extra pay of course—and sent up from somewhere in the North West Provinces with a train load of donkeys for the Peshawar Column. Though donkeys used to sell here at Rs. 10 to Rs. 20 a head, they are now so absurdly dear on the frontier that the Government saved some Rs. 10 a piece sending on a train full of them. In camp these little animals—only they carry a small amount of baggage—about 8 lbs.—occupy their own lines with the other transport animals, each one tethered by a hind and fore foot just the same as the mules. The donkeys however are generally chained, while the mules are tethered with ropes like the ponies. The mules, too, are usually linked in sets of three by their head stalls. This is done because the brutes have a lamentable habit of bolting when being taken out for watering or otherwise; and being contrary by nature, they generally endeavor to bolt in different directions and are thus hampered by each other in their respective movements and are captured with comparative ease. It is amusing to look on, to watch such a troop of stampeded mules fruitlessly endeavoring to run amuck through the camp—their disfigurements are so absurdly comical. It is also interesting, if humiliating to some of the actors in such a living picture, to watch half a dozen artillery men trying to load a retortatory pack mule with his regulations two cases of ammunition for a full section of an hour. I can't say of such a spectacle a few days ago. It resulted in a victory for the mules; at least he did not get loaded.

But these ammunition mules are always splendid looking brutes and well groomed, and become nifty tempered through a surfeit of good care and fine fodder. They are Government stock, are as valuable as horses, and some of them are nearly as big and as a rule—to facilitate their going in billy places—are not shod.

The ordinary transport animals are the heterogeneous sort and some of them are wonderful sights to see—especially calculated to elicit all ambition and hope in the bosom of the transport officer. Some idea of the variety of the brutes may be gathered from the following three verses from a ballad entitled "The Song of the Transport Officer," by "The Subaltern," which recently appeared in the *Chitral Military Gazette*—where the genius of Kipling was once wont to recline late—

I went to pass a shining trail,
And I saw a mule with a tail
My transport, too, it quitted a zoo
Of all sorts of beasts and fowl
All sorts of things, creep, or creep, or run
Comes my muley train
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Entertainment.

THEATRE ROYAL CITY HALL.

PROFESSOR MERCK, Ex-Professor at the Conservatoire d'Helmsborg, Finland, and 'Cello Soloist at ROYAL OPERA, BRUXELLES, will give a

GRAND CONCERT, TO-MORROW, (SATURDAY), the 18th December, Assisted by Local Artists.

PROGRAMME.

PART I.
1. Adagio and Allegro.....V. Herbert.
For Violoncello and Piano.
Professor Merck and Mr. G. P. Lammer.
2. A Good Night.....Büchhoff.
3. The Gay Gillette.....Harris.
Mrs. Jewell.
4. Clarinet Solo.....La Traviata.....Verdi.
Mr. W. G. Bentley.
5. A Berceuse.....Godard.
6. Scenaria.....Hend.
Professor Merck.

INTERVAL OF 10 MINUTES.

PART II.
1. Trio (Andante and Allegro).....Bach.
For Violin, Violoncello and Piano.
Mr. Glad, Prof. Merck & Mr. Lammer.
2. A Romance.....Sitt.
3. A Volo (Scherzo).....D. Popper.
4. Song.....Braga.
Mrs. Jewell.
(With 'Cello Obligato by Prof. Merck)
5. Clarinet Solo, 'Shadow Dance' (Dolce).....Meynber.
Mr. W. G. Bentley.
6. A Saraband Lento.....D. Popper.
7. A Clarinet Solo.....Cisella.
8. Clarinet Solo.....D. Popper.
Admission,.....\$1 & \$1.
Plan at Messrs. W. ROBINSON & Co.'s Music Warehouse, Hongkong, 16th December, 1897. [1866]

THEATRE ROYAL CITY HALL.

FAREWELL CONCERT BY WEST YORKSHIRE REGIMENT (P.W.O.) BAND.

(Assisted by the HONGKONG PHILHARMONIC SOCIETY ORCHESTRA) on THURSDAY, the 21st December, 1897, at 9.15 P.M.

PART I.
1. Fest March.....Wagner.
Band and Orchestra.
2. Overture.....Wallace.
3. Reed Quintette (a).....Schumann.
(b) Moutet from XII Symphony.....Haydn.
4. Oboe Solo.....Scherzo Villaggio.....Riviere.
Musical Quartet.
5. Selection.....Gosmod.
Musical Quartet.

INTERVAL.

PART II.
1. Largo.....Handel.
Band, Orchestra and Organ.
2. Violin Obligato.....A. G. G. G.
3. Reminiscences from Bellini.....F. Goffrey.
(a) F. Goffrey to the
Fore.
4. Brass Quartet (b) The Huntsman's Farewell.
5. Cornet.....Musical and Seaborn.
Baritone.....Musical and Seaborn.
Musical Quartet.
6. Clarinet Solo.....Romance in F.....Beethoven.
(Transcription by W. G. Bentley)
7. Grand National Anthem.....W. G. Bentley.
"GOD SAVE THE QUEEN."
SEATS (\$1 & \$2) may be booked at Messrs. W. ROBINSON & CO'S on and after THURSDAY, the 16th inst.
Proceeds to be devoted to local charities. Hongkong, 14th December, 1897. [1893]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS, ANNUAL SALE SIX MILLION BOXES, 10 Cents per Box.

Prepared only by the Proprietor at THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPER OF CHINA: WATKINS & CO., APOTHECARIES, 111, Queen's Road, Central, HONGKONG.

F. CAZANOVE, BORDEAUX.

GOLD MEDALS Bordeaux, 1882. Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATES THE DIGESTION.

TONIC WINE Of the Rev. Father A. KERMANN MOIRA-RINA OF DR. GOLL. CREME DE MANDARINE.

AVELINE AMETHE SUPERFINE Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.

Agents by M. OFFENHEIMER & Co., Paris.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU.....	NAGASAKI, KOBE and YOKO-	MONDAY, 20th December,
J. Jones	HAMA	at 4 P.M.
SANUKI MARU.....	MARSEILLES, LONDON and AN-	TUESDAY, 21st December,
W. Tow: send	WERP, via STRAITS (Transshipping	at 4 P.M.
	Cargo for JAVA PORTS), COLOMB	
YAMAGUCHI MARU.....	KOBE and YOKO-HA	THURSDAY, 23rd December,
S. Kawarishi		at 4 P.M.
SAGAMI MARU.....	SHANGHAI, CHEMULPO, SHIMO-	FRIDAY, 24th December,
M. J. Corow	NOSEKI and KOBE	at 4 P.M.
TOKIO MARU.....	S. DNEY and MELBOURNE, via	FRIDAY, 24th December,
E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE	at 4 P.M.
	and BRISBANE	
IZUMI MARU.....	BOMBAY, via SIN APURE (Transship-	THURSDAY, 30th December,
R. Nunoane	ping Cargo for Java Port), and	at Noon
	COLOMB	
*RIJUN MARU.....	SEATTLE, WASH., U.S.A., via KOBE	THURSDAY, 30th December,
A. E. Morris	YOKOHAMA and HONOLULU	at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at P.O. 775, Central.

A. S. MIHARA,
Manager.

Hongkong, 15th December, 1897

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: 5,000,000

Head Office: 15, Avenue Malignon, Paris

WORLD-WIDE REPUTATION

at Hongkong (BACALAN) Branch at HONGKONG (DYLE), 1897

Railways and Tramways, Plant and Rolling Stock, Carriages and Wagons, Wheels, Axles and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, &c.

CONTRACTORS

Constructing and Working

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the above-named and Co., Paris

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building-up, so there will be no danger of taking disease.

Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and purifies the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co. Hongkong.

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [1342]

Auction.

CHRISTMAS SALE!!!

PUBLIC AUCTION

RARE OLD CHINESE PORCELAIN, EMBROIDERIES, CURIOS, THE BEST LOT OF THE SEASON.

THE Undersigned will offer for sale by PUBLIC AUCTION

TC-MORROW,

(SATURDAY), the 18th December, 1897, commencing at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET, A VERY VALUABLE COLLECTION OF OLD CHINESE PORCELAIN and CURIOS from the MING DYNASTY, the Religions of T'ungshing, Kianghi, Kianglung &c.

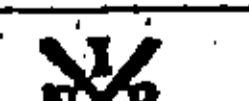
Compelling—Valuable specimens of FINE BLUE, WHITE HAWTHORN JARS and VASES, FINE FIVE COLOURED VASES, JARS, RED, BLUE, YELLOW, GREEN and otherwise decorated VASES, JARS. A very fine old YELLOW and WHITE HAWTHORN VASE, SANG DE L'OEUF VASES, IMPERIAL DRAGON decorated BOWLS, CUPS, PLATES, &c.

Also A FINE LOT OF SILK EMBROIDERIES, Compelling—HANGINGS, SQUARES, MANDARIN'S and LADIES' COATS, PETTICOATS, &c., &c. Catalogue issued prior to Sale. On view from FRIDAY, the 17th Dec., 1897. TERMS.—As Customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 15th December, 1897. [1846]

Masonic.



VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held in the FRASER BUILDING, 2nd Floor, on MONDAY, the 20th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 14th December, 1897. [1851]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, RASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"TRIESTE."

Captain A. Mitis, will be despatched as above TO-MORROW, the 18th inst., at 4 P.M.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co

Hongkong, 15th December, 1897. [1852]

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU."

Captain Harash, will be despatched for the above Port TO-MORROW, the 18th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 14th December, 1897. [1791]

FOR KOBE (DIRECT).

THE Steamship

"NANYO MARU."

Captain Tomita, will be despatched for the above Port TO-MORROW, the 18th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 14th December, 1897. [1793]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"SUNGKIANG."

Captain Dodd, will be despatched as above on MONDAY, the 18th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1805]

OCEAN STEAMSHIP COMPANY,

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"PYRRHUS."

Captain Hall, will be despatched as above on MONDAY, the 18th inst., at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1828]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PFC AN."

Captain N. Hock, will be despatched as above on MONDAY, the 18th inst.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 6th December, 1897. [1803]

"SHELL" LINE OF STEAMERS.

FOR LEGHORN AND GENOA.

THE Company's Steamship

"VOLUTE."

Captain Carter, will be despatched as above on MONDAY, the 18th inst.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 14th December, 1897. [1850]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched on TUESDAY, the 28th inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1860]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"MYRMIDON."

Captain Rolison, will be despatched as above on FRIDAY, the 31st inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1861]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1, American Ship

"NEW YORK."

Peabody, Master, shortly expected here, will load for the above Port and will have quick dispatch.

For Freight, apply to

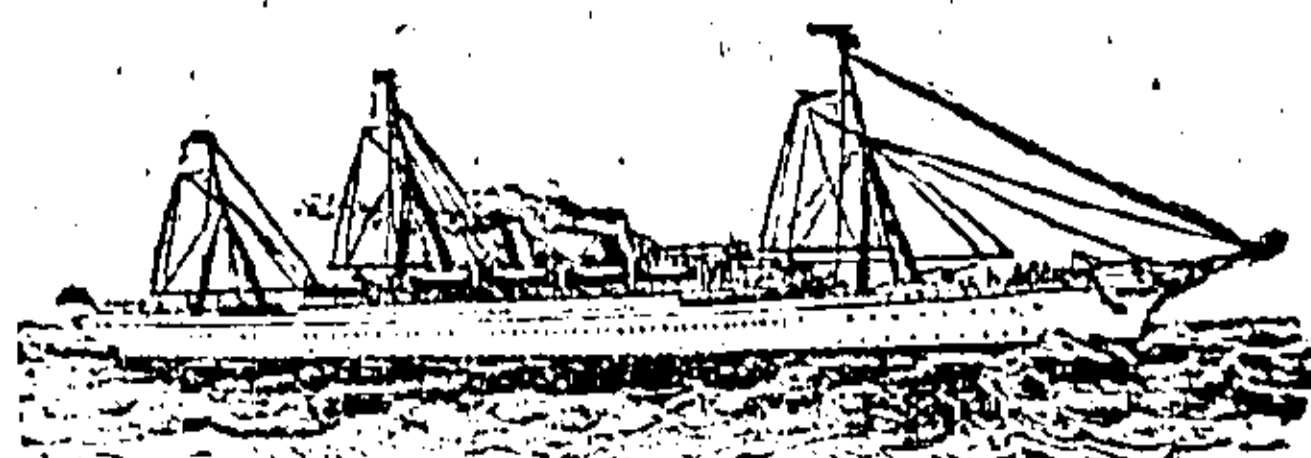
SHAWAN, TOMES & Co., Agents.

Hongkong, 25th September, 1897. [1865]

Status.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the TRANS-PACIFIC JOURNEY (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments, Cuisine and service are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capitl (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 26th Dec., at Noon.

Gaelt (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 15th Jan., at Noon.

Dorlt (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Thursday, 3rd Feb., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 26th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of this Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897. [182]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [189]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 6th Jan., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 25th Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 12th Feb., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, and YOKOHAMA on THURSDAY, the 6th January, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS, on payment of 1/4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of this Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897. [181]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th March, 1897. [182]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Brasmar | 1361 | E. Foster..... | Dec. 21.

Columbia | 1365 | A. G. Wainwright..... | Jan. 11.

Tacoma | 1361 | E. Foster..... | Feb. 1.

Victoria | 1367 | J. J. Panton, R.N.M.N. | Feb. 22.